

Amended Preliminary Site Development and Use Plan
For CD district at 45, 55 and 65 Hayden Avenue, Lexington, MA

APPENDIX F-2
TO
AMENDED PRELIMINARY SITE DEVELOPMENT AND USE PLAN

SPECIAL TOWN MEETING
NOVEMBER, 2009
ZONING AMENDMENT TO COMMERCIAL DISTRICT NUMBER 9

45, 55 and 65 HAYDEN AVENUE

APPENDIX E TO ORIGINAL PSDUP (TRANSPORTATION DEMAND
MANAGEMENT PLAN)

TRANSPORTATION DEMAND MANAGEMENT PLAN
for
The CD Planned Commercial District
at
55 HAYDEN AVENUE

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The Traffic Demand Management Plan for the CD Commercial District at 55 Hayden Avenue has been developed from the town of Lexington, "Transportation Demand Management Policy" adopted by the Planning Board on March 10, 1997. The program has been developed for the purpose of reducing the number of vehicles to and from Hayden Avenue in order to minimize the traffic impact, notably in the peak hours. In particular, the program seeks to diminish the number of trips which would otherwise be taken on Hayden Avenue into the Town of Lexington. The Traffic Demand Management (TDM) strategies and programs aim to reduce the number of drive alone trips, the total number of vehicle trips and traffic congestion.

Spaulding & Slye, as owner and on site property manager, has worked in collaboration with the 128 Business Council and the Town of Lexington, Transportation Advisory Committee, to develop this program.

This document follows the outline presented in the policy.

1. Site Plan

- 1.1 a. The site will be designed with adequate driveway widths, turning radii and vertical clearances to accommodate alternative transportation services vehicles.
 - 1.1b. The site will be designed with adequate features to allow bus circulation.
 - 1.1c. A canopy currently exists on the site and is available for use by the Alewife shuttle and other transportation services.
 - 1.1d. A drop-off and pick-up area for alternative transportation services vehicles currently exists on the site.
 - 1.1e. The proposed parking does not exceed the minimum number spaces required by Section 11.3 of the Zoning Bylaw, see item 5.2.
 - 1.1f. Suitable signage will be provided directing passengers to drop-off and pick-up locations .
 - 1.1g. Driveways will be provided with crosswalk striping where pedestrian routes cross driveways.
- 1.2 Twenty preferential parking spaces, for non-single occupancy vehicles, will be located near the front of the office building.

2. Transportation Information

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- 2.1 Spaulding & Slye, as owner and on site property manager, will be the transportation coordinator for the 55 Hayden Ave property.
- 2.2 a. The transportation coordinator will provide data on alternate transportation services and potential rideshare participants at a central location.
- 2.2 b. Alternate transportation services will be promoted at the site through the transportation coordinator. This data will be displayed at a central location. Currently the majority of the employees on site come from areas outside of Lexington. Therefore, the thrust of the transportation services which will serve this group, and achieve the objectives of the demand management plan, are services which encourage ridesharing or the use of fixed transportation systems with origins out of the area. These goals are best achieved by working with the 128 Business Council which acts as a transportation management association for the properties in the commercial zoning districts along Hayden Avenue and Spring Street in the South Lexington area. In addition, to limit the trips from Hayden Avenue to the town center, coordination and contribution to the LEXPRESS will be made.

3. Connection to Existing Public Fixed Transportation Systems

- 3.1 The transportation coordinator will maintain and promote data, at a central location, on all public fixed route transportation systems in the area, LEXPRESS, and the Alewife Shuttle, this will include route and schedule information. Additionally, activities of the 128 Business Council, operator of the Alewife Shuttle, and the Lexington Transportation Advisory Committee, will be posted.
- 3.2 Spaulding & Slye will continue the membership in the 128 Business Council and will increase the Alewife Shuttle subsidy to a Level 3 operation of the shuttle. This subsidy will provide discounted fares to the on site employees and is the council's recommended level of service for this property.

The annual cost of the 128 Business Council membership, and the Level 3 operation subsidy, for the rezoned project, is scheduled to be \$19,000. Spaulding & Slye will fund the cost of this subsidy and level of membership, and continue this level of service increasing funding in accordance with any 128 Business Council rate escalation.

In the event that the 128 Business Council ceases to serve the aforementioned commercial properties in the South Lexington area changes its name or ceases to operate, the petitioner shall, with the prior written approval of the SPGA, continue to support such transportation management association as serves the properties in the commercial zoning districts along Hayden Avenue and Spring Street in the South Lexington area.

- 3.5 Spaulding & Slye will contribute \$4,000 annually to the LEXPRESS or associated transportation fund to promote continued service of the LEXPRESS. Spaulding & Slye will increase the annual contribution to the LEXPRESS based upon either: an increased level of service; or at the same proportion to any escalation in operational subsidies of the 128 Business Council (See Item 3.2 above).
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In the event that LEXPRESS changes its name or ceases to operate, the petitioner shall, with prior written approval of the SPGA, continue to support such organization or fund that provides transportation services to the properties in the commercial zoning districts along Hayden Avenue and Spring Street in the South Lexington area as LEXPRESS has, or may provide.

4. Outreach to Areas not Serviced Well by Existing Public Transportation Systems

- 4.1 The transportation coordinator will encourage the use of carpools and ridesharing through education programs. The majority of the employees on the site reside in areas outside of Lexington. The most effective way to match these riders is to utilize a database of on-site as well as local, off site, rideshare candidates. The on-site transportation coordinator will develop a database of on-site employees interested in ridesharing. Efforts to match local, off-site, candidates will be done in conjunction with the 128 Business Council which currently has programs to match interested ridesharing participants on different sites. This service is provided by the 128 Business Council as part of membership in the organization.
- 4.2 Twenty preferential parking spaces, for non-single occupancy vehicles, will be located near the front of the building.
- 4.3 Continue to work with the 128 Business Council and the Lexington Transportation Advisory Committee to address areas where ridesharing can be enhanced.
- 4.7 The number of parking spaces on site will be fewer than the minimum required for office uses in the CRO district.

5. Other Trip Reduction Techniques

- 5.1 The number of parking spaces on site will be fewer than the minimum required for office uses in the CRO district.
- 5.2 The CD District will have a minimum number of parking spaces which is less than that required for the CRO district. Reserve spaces are identified on the Site Plan for future construction if the need arises. The construction of these reserve spaces will only occur subsequent to the identification of a need and approval by the Zoning Board of Appeals.

- 5.4 The property owner will continue to promote employee flex-time to reduce the amount of trips during the peak hours. All tenants at the site will also be encouraged to institute flex-time with their employees.

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6. Other Travel Modes

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- 6.1 Showers, lockers and changing facilities for bicycle users shall be made available to all employees in this district. Bicycle parking facilities that are secure and protected from the weather shall be provided.

7. Coordination with Other Transportation Demand Management Activities

- 7.1 Spaulding & Slye will continue the membership in the 128 Business Council and, through its membership, will provide a Level 3 subsidy of the Alewife Shuttle. This is the council's recommended level of service for this property.
- 7.2 Active participation in the 128 Business Council will be a priority of the property owner.

8. Related Development Action

- 8.1 A cafeteria is currently on site and will be maintained.

9. Transportation Reporting

- 9.1 An Annual Transportation Report will be submitted to the Lexington Town Transportation Coordinator which shall report on compliance with this plan and identify the number of regular employees on site as well as their home zip codes.
- 9.2 If a Rideshare report is required by the DEP, the report will be filed with the assistance of the 128 Business Council as a service provide to members.
- 9.3 The transportation coordinator for the property will include in the Annual Transportation Report a survey of employees traveling to the site by the following modes of transportation:

Single occupant automobiles;
carpools;
vanpool;
public transportation; MBTA and LEXPRESS
private transportation, Alewife Shuttle

Additionally, the report will indicate the number of people following flex-time hours.